





## A MEMORIAL DONATION.

The firm of Rothchilds, London, 5th October, have given a donation of 100,000 francs (£4,000) to the fund for the relief of the French soldiers wounded in the Madagascar campaign.

## THE CONGO STATE.

The authorities of the Congo Free State are recruiting 6,000 native troops to serve under Baron Dhanis in order to prevent aggression on the frontiers of the State.

## THE CHAIRMAN OF THE LONDON SCHOOL BOARD.

The Earl of Jersey has declined the position of chairman of the London School Board.

## PAID IN COLONIAL SECURITIES.

There has been a general fall in the quotations for colonial securities in sympathy with a rise in the mining market.

## THE RELAPSE IN THE MINING MARKET.

The relapse in the mining market, which has occasioned a general decline in the value of colonial securities, was due to over-speculation in Paris, and to weak holdings trying to realize on their shares.

## A COLONIAL LOAN.

The Government of New South Wales have invited tenders for a loan of £4,000,000 bearing 3 per cent. interest. The minimum price is fixed at 84, and tenders will be received on Thursday next, 10th instant.

## THE ANNOUNCEMENT OF THE NEW LOAN.

The announcement of the new loan has been received very favourably on the Stock Exchange, and there has already been dealings in the new stock at a premium of 10. It is expected that the tendering for the loan will be very heavy.

## TENDERS WERE OPENED FOR THE 3 PER CENT.

Tenders were opened for the 3 per cent. loan of £4,000,000 issued by the New South Wales Government, the minimum price being fixed at 84. The amount was covered in full at the opening of the tender.

## THE TOTAL AMOUNT TENDERED WAS £6,000,000.

Tenders at 84 1/2 will be sufficient to cover the loan, and the balance of £2,000,000 will be used for the purchase of the land on which the new colony is to be established.

## THE SLIGHT PASTIC IN THE CITY AND THE GENERAL.

The slight pastic in the city and the general fall in colonial securities, which has occasioned a general decline in the value of colonial securities, was due to over-speculation in Paris, and to weak holdings trying to realize on their shares.

## THE STANDARD SAYS THAT THE NEW SOUTH.

The Standard says that the New South Wales loan was a very qualified success. Much of the stock, it adds, is strongly held, and the loan is not expected to turn the heads of the other colonies.

## SHIPPING REPORTS.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

The British steamer *Tenby*, from Melbourne, had fresh to strong breeze from N.W. to N. to port.

## CHINA COAST METEOROLOGICAL REGISTER, 6th NOVEMBER, AT 4 P.M.

STATION.	Barometer.	Thermometer.	Wind.	Weather.
Whitby.	30.24	50.2	SW	Cloudy
Yokohama.	30.27	51.0	SW	Cloudy
Shanghai.	30.29	52.0	SW	Cloudy
Amoy.	30.21	53.0	SW	Cloudy
Swatow.	30.18	54.0	SW	Cloudy
Canton.	30.22	55.0	SW	Cloudy
Victoria.	30.23	56.0	SW	Cloudy
Gap Rock.	30.25	57.0	SW	Cloudy
Macao.	30.26	58.0	SW	Cloudy
Haiphong.	30.27	59.0	SW	Cloudy
Batavia.	30.28	60.0	SW	Cloudy
Manila.	30.29	61.0	SW	Cloudy
Cebu.	30.30	62.0	SW	Cloudy
Colon.	30.31	63.0	SW	Cloudy
San Francisco.	30.32	64.0	SW	Cloudy
San Pedro de Macoris.	30.33	65.0	SW	Cloudy
San Juan.	30.34	66.0	SW	Cloudy
Sanchez.	30.35	67.0	SW	Cloudy
Sancti Spiritus.	30.36	68.0	SW	Cloudy
Sancti Spiritus.	30.37	69.0	SW	Cloudy
Sancti Spiritus.	30.38	70.0	SW	Cloudy
Sancti Spiritus.	30.39	71.0	SW	Cloudy
Sancti Spiritus.	30.40	72.0	SW	Cloudy
Sancti Spiritus.	30.41	73.0	SW	Cloudy
Sancti Spiritus.	30.42	74.0	SW	Cloudy
Sancti Spiritus.	30.43	75.0	SW	Cloudy
Sancti Spiritus.	30.44	76.0	SW	Cloudy
Sancti Spiritus.	30.45	77.0	SW	Cloudy
Sancti Spiritus.	30.46	78.0	SW	Cloudy
Sancti Spiritus.	30.47	79.0	SW	Cloudy
Sancti Spiritus.	30.48	80.0	SW	Cloudy
Sancti Spiritus.	30.49	81.0	SW	Cloudy
Sancti Spiritus.	30.50	82.0	SW	Cloudy
Sancti Spiritus.	30.51	83.0	SW	Cloudy
Sancti Spiritus.	30.52	84.0	SW	Cloudy
Sancti Spiritus.	30.53	85.0	SW	Cloudy
Sancti Spiritus.	30.54	86.0	SW	Cloudy
Sancti Spiritus.	30.55	87.0	SW	Cloudy
Sancti Spiritus.	30.56	88.0	SW	Cloudy
Sancti Spiritus.	30.57	89.0	SW	Cloudy
Sancti Spiritus.	30.58	90.0	SW	Cloudy
Sancti Spiritus.	30.59	91.0	SW	Cloudy
Sancti Spiritus.	30.60	92.0	SW	Cloudy
Sancti Spiritus.	30.61	93.0	SW	Cloudy
Sancti Spiritus.	30.62	94.0	SW	Cloudy
Sancti Spiritus.	30.63	95.0	SW	Cloudy
Sancti Spiritus.	30.64	96.0	SW	Cloudy
Sancti Spiritus.	30.65	97.0	SW	Cloudy
Sancti Spiritus.	30.66	98.0	SW	Cloudy
Sancti Spiritus.	30.67	99.0	SW	Cloudy
Sancti Spiritus.	30.68	100.0	SW	Cloudy

## HONGKONG TIDE TABLE.

8th to 14th November.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

High Water. Low Water.

## INSURANCES.

## A. T. ASSURANCE COMPANY, LIMITED.

ESTABLISHED 1893.

CAPITAL £1,000,000.

The Underwriting having been appointed Agents of the above Company, are prepared to accept EUROPEAN AND CHINESE RISKS at Current Rates.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th November, 1896. [2203]

## GENERAL NOTICE.

THE CHAI ON MARINE INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED—\$1,000,000.

The above Company is prepared to accept MARINE RISKS at Current Rates of Office, &c. Policies granted to all parts of the World payable at any of its Agencies.

CHAI HE WANG, Secretary.

No. 42, BATHAM STREET WEST, Hongkong, 23rd August, 1895. [1760]

## PHENIX FIRE OFFICE.

The Underwriting are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRANK & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1897. [18]

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1894, £1,000,000.

## NOTICE TO CONSIGNEES

## NOTICE TO CONSIGNEES

THE P. &amp; O. S. N. Co.'s Steamship

FROM HONGKONG, COLOMBO, AND

SINGAPORE.

Consignees of Cargo by the above named

vessel are hereby informed that their goods are

being landed and placed at their risk in the

Hutchinson &amp; Co. Wharf and Godown, where

consignments will be stored until such time as

the vessel is ready to receive them as soon as the

goods are landed.

This vessel brings on Cargo—

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

From Australia, Calcutta, and London.

From Calcutta, London, and Australia.

From London, Calcutta, and Australia.

## VESSELS ON THE BERTH

## VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"PALMERA,"

Capt. Williams, will be despatched as above

on MONDAY, the 11th inst.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 6th November, 1895. [179]

FOR SINGAPORE, HONGKONG,

AND KOREAN PORTS.

THE Company's Steamship.

"YAMASHIRO MARU,"

Capt. J. B. Macmillan, will be despatched as

above on SUNDAY, the 10th inst., at DAY-

LIGHT.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 7th November, 1895. [230]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR PORT DARWIN, QUEENSLAND,

PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship.

"TAIYUAN,"

Capt. R. Nelson, will be despatched on

TUESDAY, the 12th inst., at 3 P.M.

The attention of Passengers is directed to

the Superior Accommodation offered by this

vessel. First-class Saloon is situated for-

ward of the Funnel. A Refrigerating Cham-

ber ensures the supply of Fresh Provision

during the entire voyage.

A daily Galleys are carried and the

Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 6th October, 1895. [2185]

FOR SINGAPORE, HONGKONG,

AND KOREAN PORTS.

THE Company's Steamship.

"YAMASHIRO MARU,"

Capt. J. B. Macmillan, will be despatched as

above on SUNDAY, the 10th inst., at DAY-

LIGHT.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 7th November, 1895. [230]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR PORT DARWIN, QUEENSLAND,

PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship.

"TAIYUAN,"

Capt. R. Nelson, will be despatched on

TUESDAY, the 12th inst., at 3 P.M.

The attention of Passengers is directed to

the Superior Accommodation offered by this

vessel. First-class Saloon is situated for-

ward of the Funnel. A Refrigerating Cham-

ber ensures the supply of Fresh Provision

during the entire voyage.

A daily Galleys are carried and the

Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 6th October, 1895. [2185]

FOR SINGAPORE, HONGKONG,

AND KOREAN PORTS.

THE Company's Steamship.

"YAMASHIRO MARU,"

Capt. J. B. Macmillan, will be despatched as

above on SUNDAY, the 10th inst., at DAY-

LIGHT.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 7th November, 1895. [230]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR PORT DARWIN, QUEENSLAND,

PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship.

"TAIYUAN,"

Capt. R. Nelson, will be despatched on

TUESDAY, the 12th inst., at 3 P.M.

The attention of Passengers is directed to

the Superior Accommodation offered by this

## VESSELS ADVERTISED AS LOADING

## VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

## VESSELS ADVERTISED AS LOADING

## VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING

VESSELS ADVERTISED AS LOADING